

Lumpers' threat to Iceland

'STOP FROZEN FISH IMPORTS'

HOPES THAT Grimsby's 230-strong lumper force would lift their ban on Icelandic wet fish trawler landings crumbled last week. The lumpers' committee not only ignored a Transport and General Workers' Union meeting called to discuss lifting the ban, but it asked for a nationwide embargo against the import of Icelandic frozen fish as well — a real shock for merchants and processors who are facing an expensive fish shortage this winter.

This would mean a similar ban being imposed by TGWU dockers as frozen imports are brought into the UK through commercial docks.

So far the dockers have shown no inclination to follow the fish porters with such a ban despite overtures from various sections of the industry deprecating their actions.

Earlier in the week there were reports that the ban might be lifted if the lumpers supported a scheme put forward by Humber-side MPs, John Prescott and Austin Mitchell, to share Icelandic wet fish trawler landings equally between Aberdeen, Fleetwood, Grimsby and Hull, the four major ports where registered fish porters work.

There were conflicting reports of union backing. National Fisheries officer, David Cairns, said the plan would enable the men to control the imports and types of fish brought in by the Icelandic trawlers, so ensuring a constant level of employment.

The union then arranged a series of meetings at the four ports to allow fish porters to decide for themselves whether the scheme was acceptable.

Hours before the Grimsby meeting was due to take place (at midnight on November 9) the Grimsby lumpers' chairman, Tony Edwards, announced his men had no intention of attending the

meeting.

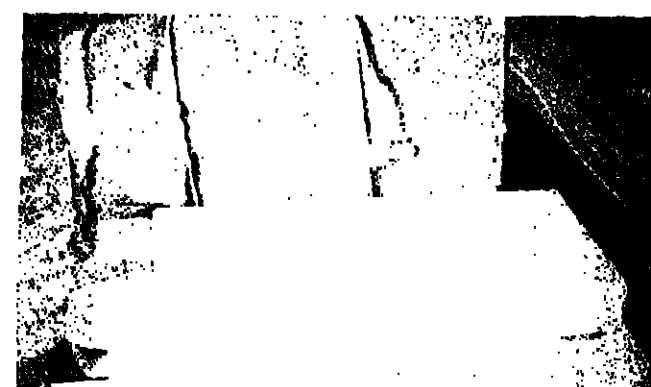
As far as the men were concerned, the decision by lumpers' representatives to continue the ban taken at Newcastle the Saturday before stood and the men wanted nothing to do with the union proposals.

After consultation with the union the meeting was dropped. However, shortly before the lumpers began work, a deputation of trawler officers — headed by their union representative — Dave Hawley of the Merchant Navy and Airline Officers' Association — arrived on the fish docks.

There was a meeting with Mr. Hawley being among several speakers to address the men. It is understood he emphasised once more his members' feelings over the issue and their strong opposition to further Icelandic landings, of any sort, without British distant water trawlers being allowed back on to the Icelandic grounds.

The next day the lumpers' committee issued a statement to the effect that the ban against Icelandic wet fish trawlers stood and would remain in force unless Iceland is prepared to talk about reciprocal fishing arrangements. It also called for their ban to be extended to frozen Icelandic imports.

The lumpers claimed they had the support of the trawler officers, most of the port's trawler owners and BUT electrical workers.



Frozen blocks (above) and blue halibut (right) unloaded at Hull last week. Consignments such as these are now under threat of a ban.

Halibut in

ICELAND is now sending consignments of frozen fish to the UK under the threat of a ban.

Two loads to come ashore at Hull's commercial docks last week were brought by the ships *Baejarfoss* and *Studlatas*.

Baejarfoss had a particularly choice consignment which comprised halibut, cod fillets (skin-on) and plaice. The rather small consignment came ashore at the port's Alexandra Dock. The halibut came in 24 kg. (53lb.) boxes. They were sent by the Icelandic Freezing Plants Corporation co-operative and were labelled blue halibut (*Reinhardtius hippoglossoides*) which is taken off the north of Iceland and around Greenland. The fish is usually sold as mock halibut in the UK.

The other load comprised cod and pollock blocks, plus skin-on cod fillets.

ALL SET FOR LIMIT LINK

A TWO DAY conference gets underway in Ireland tomorrow to unite British and Irish fishermen in their battle to win an acceptable Common Fisheries Policy.

Fishermen and their leaders will be attending the conference which will be addressed by the Irish Fisheries Minister, Brian Lenihan.

He said: "I understand that you will be addressing later this week a conference attended by both Irish and British fishermen."

"We recommended an increase from 70mm to 80mm. To take it up to 90mm would be rather a large step," ASFC secretary, Alan Spencer, told *Fishing News*.

"A rise to 90mm could only be envisaged if the 80mm regulation was put into force and seen to work," he added.

The annual meeting of the Association of Sea Fisheries Committees is being held on November 22, where it is hoped MAFF Minister of State, Edward Bishop, will be making some reference to the new regulations.

See Comment this page

DINGHY POTTER MISSING

A SEARCH of the gale-ravaged Moray coast has been called off after a Levenmouth fisherman went missing last week.

Alec Smith, 30, left port on Saturday afternoon in a 24ft. motorboat. He was last seen when he failed to return to his lobster pots at the Covees Skerries. Winds were near gale force in the area at that time.

When he failed to return, Porthead coastguard rescued HQ started a search involving the coast rescue teams, a helicopter and a lifeboat.



COMMENT

GOOD NEWS FOR THE NET MAKERS ONLY...

ONCE AGAIN it seems that the fishing industry is to be faced with another example of the transfer of power from Whitehall to Brussels.

If the Ministry of Agriculture and Fisheries goes along with the EEC-inspired recommendation for a minimum mesh size of 90mm for white fish in the North Sea, it will be flying in the face of all advice from its own industry.

The only good news in this sort of drastic regulation is for the net manufacturers. But for a large number of fishermen it is just another way of saying 'store your gear and come ashore'.

While at present the proposed regulation is only aimed at the North Sea, from past experience it has been seen that controls of this sort have a way of spreading. Imagine what would happen if fishermen in the south-west had to use 90mm nets for sole and plaice. It wouldn't be worth putting to sea.

Nobody in the industry is complacent about the state of white fish stocks in the North Sea and they have shown this by indicating that, in the interests of conservation, they would perhaps endure a minimum net mesh of 80mm. But, as far as 90mm is concerned, this is not conservation it's constipation.

In this column last week we called for strict controls on North Sea fishing in the British sector of the North Sea. By this we meant keeping foreign fishing capacity under control.

If the threat from the Danish fleet can be contained, there should be no need for such stringent measures on nets. As one Scottish skipper told us the other day: "If the French could be made to use even 70mm nets we would be well on the way to dealing with problems of overfishing in the North Sea".

fishing news

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Big cod spoils divided

NORWAY and USSR have made an agreement to divide up next year's cod spoils in the Barents Sea.

The total quota will be unchanged at 810,000 tons. Norwegian and Soviet fishermen will be allowed to catch 340,000 tons each (instead of 330,000 tons this year), leaving 130,000 tons for third-party countries. This is 20,000 tons less than this year.

In addition, Norwegian fishermen will be allowed to catch 40,000 tons of coastal cod while Soviet fishermen are given a similar quota of Murmansk cod.

Of the 130,000 tons for third-party countries, 20,000 tons will be in the Spitzbergen (Svalbard) area. Of the remaining 110,000 tons, Norway will provide 68,000 tons and USSR 44,000 tons — the same ratio as in 1977.

Lines

It was also agreed that it will still be permitted to use nets, lines and hand gear after the quota has been exhausted.

The total quota for had-dock is 150,000 tons. The quotas were agreed at a meeting in Oslo where the Russians accepted cuts in the Soviet catch of certain species in the Norwegian zone.

The set-quota for Soviet fishermen will be 5,000 tons as against 10,000 tons this year; and the blue halibut quota is reduced by 1,500 tons to 12,500 tons. The had-dock quota, at 150,000 tons, is up 20,000 tons on this year.

Norwegian and Soviet fishermen will each be allowed 65,000 tons, whilst third-party countries are allocated 30,000 tons; 12,000 tons in the Norwegian zone and 8,000 tons in the Soviet zone.

COMMON Market 'greed' resulting in the clampdown on fishing in Norwegian waters led to an angry reaction from Fleetwood trawler owner Peter Hewett last week.

Mr. Hewett is one of the principals of the Hewett Fishing Co., which has been forced to lay up two of its large side trawlers, *Ella Hewett* and *Robert Hewett*. They are now unable to work distant waters and are not viable on middle waters.

Mr. Hewett said: "We are facing our worst winter for many decades, possibly the worst ever."

He said they thought that they were one of the few fortunate firms when the allocation for cod was signed with the Norwegians.

But he added: "We still had a little of our share of the quota to take up and now we have been left high and dry by the other EEC fishermen."

"The British have played it fair, keeping a tight rein on their quota. As a firm we have nurtured our share very carefully and we had enough left to have sent at least one of our ships to the Norway coast for one more trip before the end of the year when, hopefully, new quotas would be considered."

He said he did not blame the Norwegians for their action. They had always been straight in their fishery dealings with other nations.

"We are being made to suffer because others have not

kept their end of the bargain. We are now finding that political decisions taken over the last few years — including the EEC Common Fisheries Policy cooked up by others just before we entered — are coming home to roost and the whole of the industry is in a terrible state."

He said that both ships had made two trips each on the middle water grounds and added: "We have lost thousands of pounds on these trips."

"Our skippers have not

been used to homewater grounds, but it has not been for want of trying that the trips have been expensive failures."

He said that, apart from

Bear Island and Spitzbergen where they would not want to send their ships in winter time, there was no distant water fishing grounds left open to their vessels.

New Chaldur director

MR. R. D. FORDER has been appointed a director of Chaldur Frozen Fish Co. Ltd. of Grimsby.

Mr. Forder, who joined Chaldur Frozen Fish in 1969 as an accountant, moved on to become company

secretary. He took up his directorship at the beginning of this month.

Other managerial changes in the company are: production, Bill Challis; sales, Peter Tappin; and accounts, Bill Thomas.

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Mesh shock

Continued from page one

business. "It would be impossible to catch whiting — on which many of the smaller boats rely — with 90mm mesh," pointed out Skipper Willie Hay. While the regulation would not be too bad for the big Scottish seiners, Skipper Hay said: "We will fight very hard for the smaller boats."

Rather than increase the minimum mesh size so drastically, Skipper Hay said he would prefer to see an increase imposed on the minimum size of fish landed.

David Alchison, chief executive of the Scottish Fishermen's Federation, told *Fishing News* on Tuesday that the proposals are "unacceptable".

"The industry has to remain viable while North Sea stocks are built up. These proposals spell ruin for many."

"Inshore boats would be affected more than offshore boats. On whiting, inshore boats could lose up to 70 per

cent of their catch; offshore boats up to 40 per cent."

"Any increase in mesh size would have to be part of a package to increase North Sea stocks and reduce industrial fishing."

"I would like to see the port box extended in area and times of closure."

"I don't think the EEC would be able to get agreement on the proposals. The UK had to step in to set up the port box."

The British Fishing Federation, which had backed the 90 mm provision, has now decided that "the jump is just too big."

It is now suggesting that, more acceptable at present, would be a rise to 80 mm for single twin and 85 mm for double twine.

"Conservation measures are going to hurt our members as well as everyone else," said a BFF spokesman.

But the EEC must get taken through there is no future in the Ministry had original

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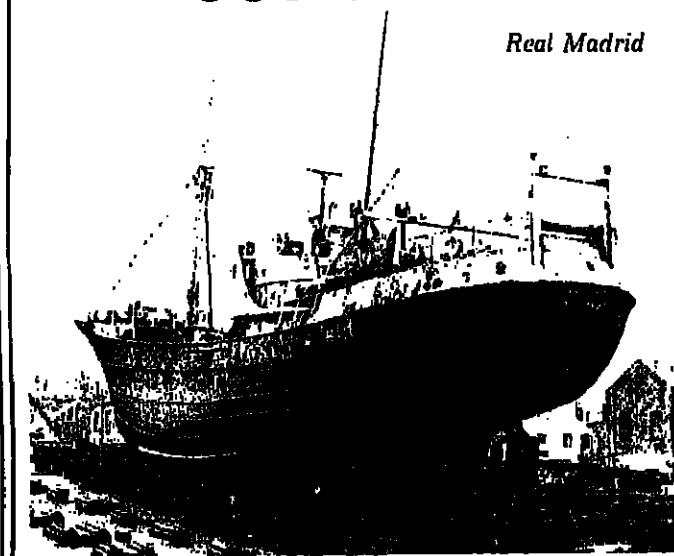
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CONSOLS LAY-UP FOUR



Real Madrid

AT LEAST 60 more fishermen's jobs have been lost at Grimsby as Consolidated Fisheries Ltd., the port's second largest trawler owning firm, has laid-up four of its 11-strong fleet.

The vessels are the 140-footers *Real Madrid*, *Crystal Palace* and *Carlisle* which Consols converted last winter and spring into multi-role vessels with an emphasis on pelagic fishing.

In addition, sister-ship *Huddersfield Town* has been withdrawn from a major refit and laid-up. The move places a big question mark over the future of the vessels.

Real Madrid and *Carlisle* spent a part-season on the south-west mackerel last winter, while *Crystal Palace* was initially chartered for blue whiting.

It had been hoped that all three would return this season to the south-west for mackerel, but new quotas ruled this out.

They had indifferent results in industrial fishing and on middle water grounds for white fish.

The company also faces a dilemma over the rest of its operational distant water fleet. It had four trawlers at sea when Norway imposed its ban and these were diverted to Spitzbergen.

Two MPs demand herring quotas

THE European Council of Agriculture Ministers' agreement to allow the French "a small derogation from the ban on catching North Sea herring" has led to several demands for similar treatment for British boats.

When Fisheries Minister John Silkin reported on the Council's decision to the Commons last week, Jo Grimond (Lib, Orkney and Shetland) and Enoch Powell (Ulster Unionist, Down South) sought concessions for boats in their constituencies.

Mr. Silkin replied to Mr. Grimond that the conditions he had imposed for the derogation were important. "The first was the acceptance by the council — and the council did accept it — that only the coastal state was in a position to undertake the enforcement of conservation within its coastal waters."

"That was an important factor, I underlined it twice. I found, instead of the usual antagonism, smiles from the French and indeed, others of my council colleagues. So we can take that as a reasonable principle."

His second condition was that if French or other boats came looking for herring in British waters they would be treated with the utmost severity. He had been assured that it would not happen and believed that it would not.

He told Mr. Powell that he felt that scientific evidence would tell them that there would not be a great deal of harm in making the derogation.

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'Othello' ready to start fishing 'down-under'

THE 1,113-ton whole fish freezer *Othello* from Hull is expected to start fishing in the Great Australian Bight next week. She left Hull on September 24 for her new base at Albany and completed the 11,041-mile voyage in 47 days, the only stop being at Cape Town for refuelling.

Skipper Dick Spencer and his crew of 22, mainly Hull men, kept well to schedule, arriving at their destination on November 9.

Othello took out equipment for a fish processing plant which has been built recently in the Albany area.

She is to be joined by two other BUT Hull-based freezers *Cassio* and *Orsini*. Their move follows a deal in which BUT acquired a holding in Southern Ocean Fish Processors Pty Ltd, of Perth and Southern Ocean Trawlers Pty Ltd.

Orsini is still mackerel fishing in home waters but is expected to leave for Australia early in January. *Cassio's* departure is expected to be in February or March.

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Double-top for Boston

GRIMSBY'S supply of less than 15,000 kits of wet fish last week was one of the lowest since January. The Humber port is also reeling from the news that Norwegian waters are now closed until the New Year to distant water fleets.

The lack of supply was aggravated by more poor trips

WHITE SEA CATCHES

TWO HULL distant water trawlers, after 26-day trips to the White Sea grounds, had an aggregate turn-out of 2,562 kits for Hull's Monday market.

BUT's *Ross Trafalgar* (Sk. E. Wood) grossed £19,807 for 1,303 kits, while the *Boyd Line's Arctic Cavalier* (Sk. P. Garner) made £44,007 for 1,249 kits.

Boston Comanche (Skipper Albert Hollington) chalked up £40,819 from 1,212 kits on the Monday market and, then, *Boston Halifax* (Skipper Colin Newton) weighed in last Friday with a

big catch of 1,423 kits which sold for £45,868.

Both vessels had returned from long trips to the Norwegian White Sea and turned out mostly codstuffs.

BUT's *Ross Cheetah* (Skipper Tom Ross) out-

fished and out-grossed all her rivals on the middle water grounds off Western Scotland to score well with 733 kits of nicely mixed fish worth £21,623.

The 130-footer had the scalp of former top distant

water trawler *Ross Renown* (Skipper Barry McCall) — now reduced to working the Westerlies and the North Sea.

However, the big sidwinder did improve on her last trip with a grossing of £16,154 from 554 kits.

However, there were other factors such as currents and food for young ormers. And because of the sedentary habits of this mollusc, it also tended to be overfished.

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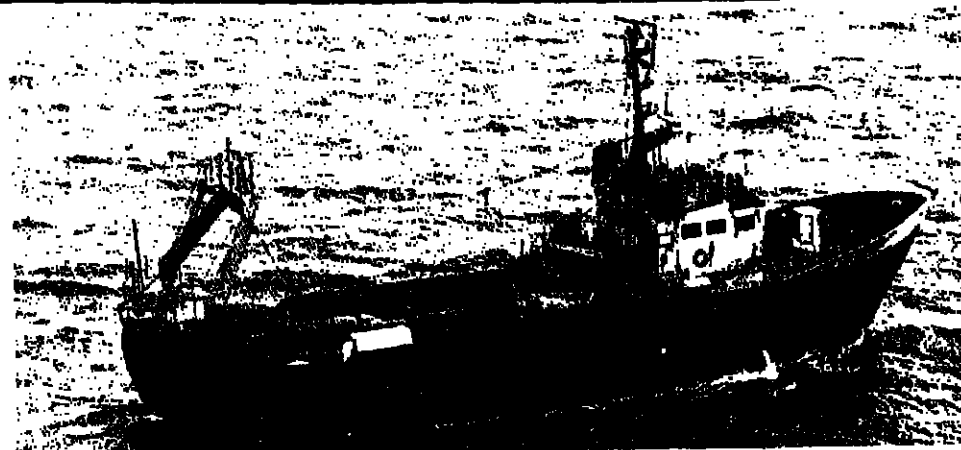
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Boston Halifax with her warps out. She topped £40,000 last week at Grimsby.

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Quay site offer for fishermen

BRIGHTON'S inshore fishermen may soon be offered 180ft. of quayside in a suitable position inside the new yacht marina.

Fishermen had criticised the Marina Co.'s plans to give fishermen berths where 'green seas' will wash over their boats.

After a series of discussions an alternative site has now been found and a decision is due soon to be made by the Marina Co.'s board.

Fishermen are hoping for firm proposals by the end of this month.

The new site will allow berthing for open boats up to 10m. long (around 33ft.), with space for a couple of larger boats elsewhere.

The marina is still welcoming fishermen and discussions on siting storage facilities are going ahead.

ORMERS - seed the sea trial

BREEDING ormers in tanks and then releasing them as seed may be the key to the future survival of the mollusc in the Channel Islands.

This is one of the conclusions arrived at by a 27-year-old Japanese marine biologist, Ueno Hayashi.

For two years he has been working in Guernsey, under the sponsorship of the Guernsey Sea Fisheries Committee, and his report deals with the biology and ecology of the ormer, *Haliotis tuberculata*.

Artificially reared ormers are placed in plastic shelters and taken to a marked area. The trial does not yet show

the effect of seeding, however. Should it prove effective, Mr. Hayashi believes it would open up great possibilities for an ormer fishery in the island.

On the subject of the declining ormer population, the biologist made a study of climatic conditions and suggested that slight variations in temperature could and did make significant differences to the natural breeding of the species.

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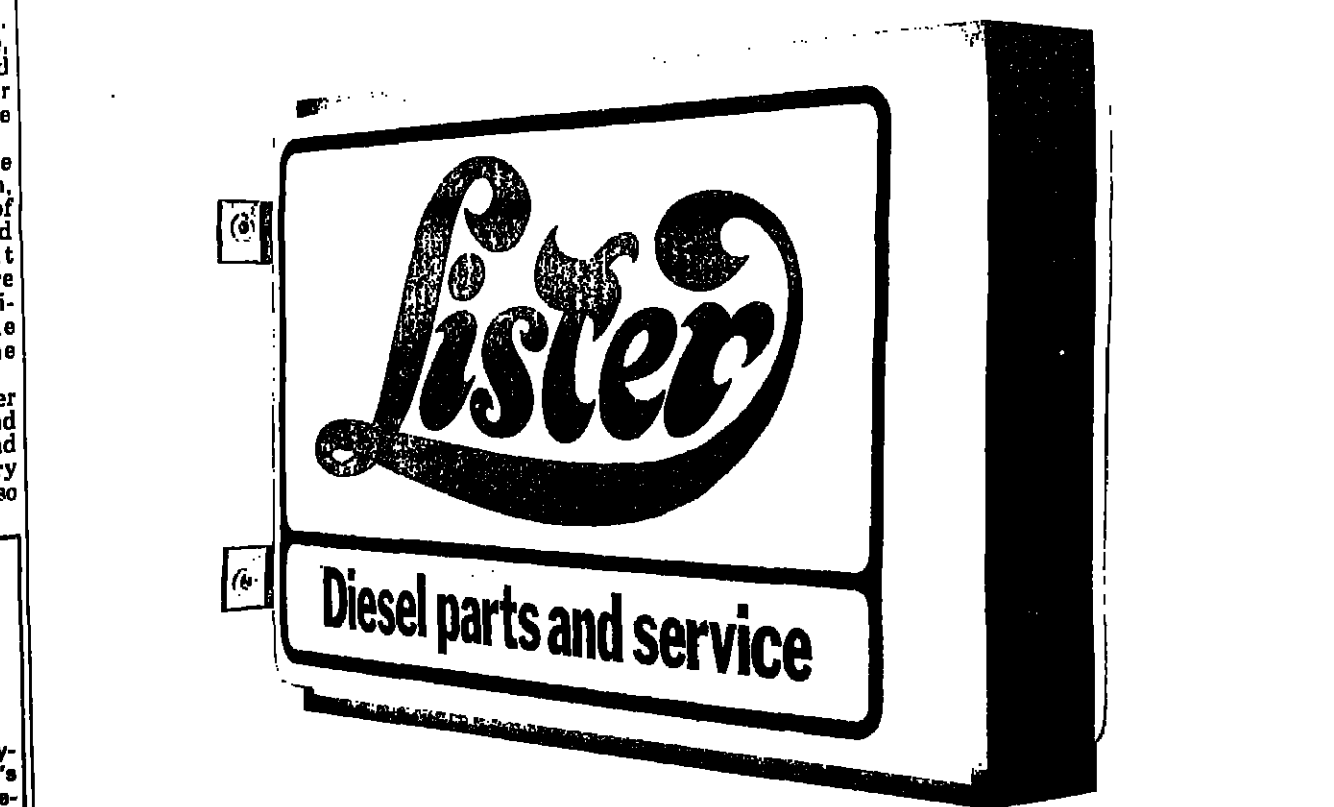
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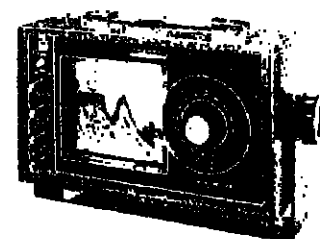


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Merlin back from the breakers

GRANTON MERLIN, the 108ft. North Sea trawler sold by British United Trawlers at Aberdeen in June 1976 to a Welsh firm of ship-breakers, is back at sea fishing.

The 17-year-old motor trawler, which operated from Granton until BUT ceased operations there several years ago, has moved down from Scotland and is now fishing from Grimsby.

It is understood Granton Merlin has been saved from the scrapyard by interests from the Grimsby area with her new skipper, Keith Gunn, as a prime mover.

Granton Merlin had been laid up at Aberdeen for over a year. She arrived

at Grimsby on November 1 and Skipper Gunn took her to sea on her 'maiden' trip from Grimsby on November 9.

The vessel will concentrate mainly on the near water grounds in the North Sea with the occasional trip to the Western Isles and other middle water grounds, depending upon the fishing.

The arrival of Granton Merlin at Grimsby reverses the depressing decline, albeit temporary, of the port's trawling fleets — especially the

North Sea trawlers below 110 ft.

Before the ship moved to Grimsby this section of the fleet had been reduced to just two vessels, Lindsey Trawlers, Loveden and Lofoten.

Both Alfred Bannister (Trawlers) Ltd. and Peter Sleight Trawlers Ltd. had been forced to sell their fleets within the past three years. BUT also operated ten 'Bird class' 110-footers, originally built by the Ross Group, from Grimsby. These were transferred to Fleetwood and Scotland in the late 1960s.

GALES BEAT THE FLEET

FLEETWOOD trawlers returned to port last week after again being battered by a succession of gales.

Even the port's pair fishers were unable to overcome the atrocious conditions on the middle-water grounds, and one ship failed to get her trawl over the side for eight days.

The big stern trawlers Fyldea (Skipper Victor Buschini) and Jacinta (Skipper Bill Taylor) landed a total of only 1,017 kits between them after more than 17 days at sea.

The catch, which sold for a total of £25,837, included 110 kits of cod, 170 of haddock, 700 of coley and 20 of mixed varieties.

There was even less luck for the 172ft. side trawler Ella Hewitt. She limped back to port after an 18-day voyage from middle-waters with only 368 kits — 10 of hake, 60 of cod, 100 of haddock, 140 of coley and 30 of dogs — to gross only £9,086.

It was Boston Whirlwind,

the former Lowestoft 90-footer, which did not shoot her trawl for eight days.

Skipper Jack Kirby managed to bring the vessel back with 201 kits — haddock and coley the main varieties — for a grossing of

£5,707.

It was obviously a bad week for the port's merchants, with daily supplies never exceeding more than 1,200 kits. This resulted in prices hitting the heights.

Big study of coast marks

A COMPREHENSIVE study of the coastal navigation system around the British Isles has been carried out on behalf of the General Lighthouse Authorities (GLA).

The study has resulted in a series of computer programmes which the GLA can now use to evaluate the cost and effectiveness of daymarks, lights, sound signals and radio and radar beacons on the coasts of the UK and Ireland.

EASAMS Ltd. (consultants and systems

engineers within GEC-Marconi Electronics) started the £50,000 study one year ago for the GLA Study Group (comprising Trinity House, the Northern Lighthouse Board, the Commissioners for Irish Lights, the Department of Trade, and the General Council of British Shipping).

Initial trials carried out by the company to check the validity of the programs have confirmed that the scheme is valuable for assessment of what improvements can be made.

EASAMS analysed some 25,000 ship movements in the north-west European area and produced the first clear picture of the pattern of shipping around the UK and Irish coasts.

The aim of the study was to establish how existing aids to navigation can be used best. An example of the factors investigated was that of the ranges and levels of reliability of some of the light and fog signals to find out if their use can be fully justified.

SEINER NOW PAIR-FISHER

THE 80-TON former Fraserburgh seiner Enoch has been renamed Cænby.

The vessel is a recent addition to company-owned fleet of Tom Sleight (F.S.) Ltd., of Grimsby, which operates more locally owned anchor-seiners and multi-purpose craft at the Humber port than any other agency.

Cænby has been converted into a pair trawler and is expected to resume fishing shortly.

The renaming follows the new distinctive Sleight pattern of alloting Lincs-shipping village names, ending in '-by', to fresh tonnage in alphabetical sequence.

Under this system, Cænby follows the recent purchases Ashby (ex Dieuwina) and Brocklesby (ex Thornwood).

New HQ for IMCO

THE INTER-Governmental Maritime Consultative Organisation is to have new headquarters costing £22m at Albert Embankment, London. It has outgrown its present offices in Piccadilly and is now unable to accommodate many of its larger meetings.

IMCO, the United Nations specialised agency concerned with shipping and maritime affairs, has been based in London since its formation in 1959. It deals with technical matters affecting maritime safety and the prevention of marine pollution.

WFA loan rates change

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on November 5.

The new rates of interest for vessels under 80ft. and new engines are: up to five years, 8 per cent; five to 10 years, 9 per cent; 10 to 15 years, 10 per cent; 15 to 20 years, 11 per cent.

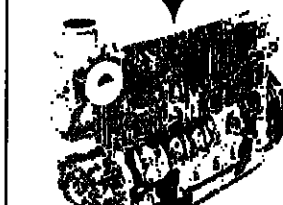
For processing plants: up to five years, 10 per cent; five to 10 years, 11 per cent; 10 to 15 years, 11 per cent; 15 to 20 years, 11 per cent.

The rates on advances made before November 1, 1977, are unchanged.

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VHF link with fleet NIMRODS TO GO 'ON THE AIR'

NIMRODS fish patrol aircraft will soon be put in direct contact with the fishing fleet at sea.

Many of the fishermen who gave evidence to the Commons committee investigating the fishing industry asked for direct radio communication because of the difficulty

of notifying the presence of poaching foreign vessels.

Both fishermen and the government now place much reliance on the Nimrods for

policing the new 200-mile limit.

The fact that the Ministry of Defence took note of the link-up suggestion is disclosed in a written answer from the Department of Defence this week reporting that VHF sets to give communication direct with VHF sets on fishing vessels are soon to be installed in the Nimrods.

However, the Ministry says that the main aim is to use the link in search and rescue work.

The Ministry says that the Nimrods have played an effective part in the whole field of protection. The prosecutions of a total of 24 skippers of foreign vessels were made as a result of 996 boardings of foreign vessels in the last six months.

Boardings were also made on to 89 British vessels.

Aberdeen on quota

THE ABERDEEN Fish Producers' Organisation has now fallen into line with other Scottish POs in setting a voluntary limit on catches of North Sea haddock and whiting.

A quota of 30 cwt. per vessel per week has come into force immediately.

It is hoped that this measure, together with those agreed recently by the Scottish Fishermen's Organisation and the Anglo-Scottish Fish Producers' Organisation, will enable fishing to continue for the remainder of the year.

The current Aberdeen restriction on landings of un-gutted fish continued.

The decision was taken on Friday last week at a meeting of the PO's board of directors.

A survey of catches by AFPO vessels had revealed that, during the month of October 1977, the average catch of North Sea haddock and whiting per crew member each week was 22 cwt. In the first week in November this figure fell to 18 cwt. per man per seven days.

MEN REPATRIATED FROM AFRICA Trouble in the tropics for GRP inshore fleet

FLEETWOOD inshore skipper Ian Fairclough has just returned home from an eventful trip to West Africa.

Skipper Fairclough went out as fisheries adviser on a project which saw the sale of five Fleetwood GRP inshore boats — Pilgrim, Cappy, Jeron, Rodolingo and Onward Explorer — to African owners.

The vessels were loaded on board the Danish vessel Ann Sanved at Fleetwood on August 7.

They were intended to be unloaded at Banjul, in The Gambia, but before they arrived they were refused licences to fish out of the country.

Skipper Fairclough flew out to Dakar and eventually arrived, after jet trips around Africa, at Lomé in Togoland where the boats were.

At the end of September the boats were finally released, after the necessary paperwork had been done, but then Skipper Fairclough found that they were full of fresh water as a result of tropical rainstorms.

He then took command of a 900-mile journey of 800 miles from Lomé to Libreville, in Gabon. They bought 9,000 litres of fuel costing £560 per tonne, as against British prices of around £97, and even then the fuel was of poor quality.

There were added problems when two of the five boats had to tow the others because of engine breakdowns. Then the general manager of the owning company, Jack Hilton, fell down a hatch and dislocated his shoulder.

It was 10 days before the journey was completed and then they were met with suspicion by the Gabon authorities.

They were ordered to anchor offshore for four days and became short of food and water.

Skipper Fairclough explained: "They are very rich in Gabon and they think the men brought the better back to port after five days."



Skipper Fairclough — returned from West Africa.

Trawl firm expands

A 30 PER CENT increase in work force is the result of a recent sales expansion by Jackson Trawls at Peterhead (the Scottish trawl making associate company of Bridport-Gundry).

The company has also doubled its previous working space. The increased volume of orders for specialised trawls and seine nets has been built up over the years under the leadership of Arthur Buchan. It is his reputation which has helped lead to an expansion.

Although a large percentage of sales are to Scottish owners, the proportion of Jackson's export production is gradually increasing.

The expansion will enable the company to cope with the pressure of work in the time, and at the same time, provide a better service to its increasing export customers.

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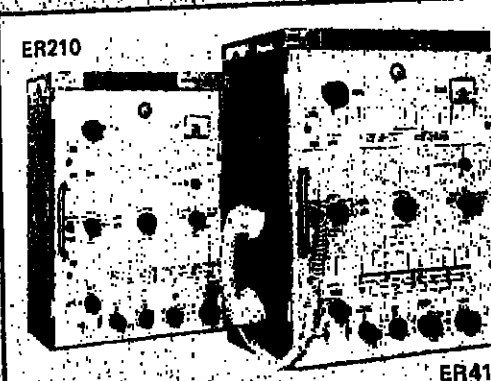
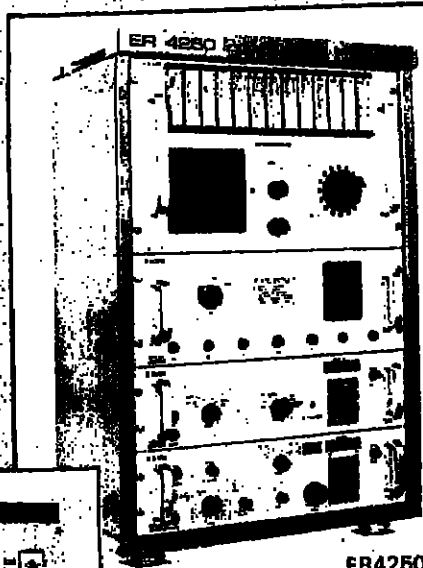
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Ireland's giant wooden boat now launched

SONAR FOR 32-FOOTER

A FATHER and son team will be taking a new GRP 32-footer equipped with a sonar to sea around Christmas.

Skipper Ken Brian and his son, David, will be working the new boat, a GM32 from Cygnus

Marine, out of Newlyn most of the time.

The unit — an investment of around £4,000 — will be used on both white fish and mackerel. She will be one of the smallest commercial boats in the UK to be equipped with sonar.

The boat is a new ven-

ture for Skipper Brian who is an engineer. She will be working white fish longlines, mackerel lining, netting and white fish trawling.

Skipper Brian said he intends to move offshore to fish and, on some trips, stay out overnight or for two days.

He told *Fishing News* that it is getting more difficult to find fish now and the shoals are not so big. You need more sophisticated equipment these days.

The sonar — the American-made Wesmar SS 160 — has a range of 500 metres and a 360 deg. search.

Her equipment will include a net and line hauler, trawl winch (possibly by Spencer-Carter) and a stern gantry. There will be a crew of four and two bunks and a galley module forward.

Her main engine is a 108 h.p. Thornycroft Ford. Seabourne Electronics of Plymouth will be supplying the sonar unit.

The firm's sonar applications manager, Roger Giles, told *Fishing News* that he had been waiting for a small Cor-

nish boat to have a sonar fitted for some time.

There has been interest in the Wesmar units for three years and half the 'big boys' in Cornwall on mackerel have fitted the SS 220, he said. Many of the top skippers of smaller boats had written in for quotes, but they had played a waiting game.

Mr. Brian saw an SS 220 being fitted to one of the Newlyn-based Stevenson fleet of mid-water trawlers.

When on white fish, the sonar will help distinguish the ground rather than show the fish.

limit grab threat

BRITAIN would probably be taken to the International Court in The Hague if she takes unilateral action on limits, according to members of a high-powered Danish fishing party visiting Scotland last week.

They stressed that when the present CFP agreement ends in 1982 they would push right up to our coasts. They did not want zoning!

They pulled no punches when they met Aberdeen trawlermen and officials aboard *Ben Andale* berthed at the port.

Mr. Tormaa, president of the Danish Sea Fisheries Association, told Joe McLean, secretary of the Aberdeen Trawler Officers' Guild, that the UK would probably be taken to the International Court if they took unilateral action.

He added that Danish fishermen wanted to participate in conservation but were not being allowed to fish.

The Danish representatives made it clear that their fishing industry was entitled to a share of the common pool.

"What struck us very forcibly was that they were stressing the views of other EEC countries," said Mr. McLean.

HALF-A-DOZEN boat-builders are now using the basic Cygnus Marine range of GRP hulls to provide fishermen with low-cost and usually no-frills boats.

One firm based in Wales has sold a GM32 for £13,500 — almost £5,000 under the price charged by the hull moulders.

Cygnus director, Chris 'Fub' Brook, told *Fishing News* that generally these firms are not building to WFA standards and they make economies on both the labour and equipment.

Fitting a reconditioned engine can save an owner around £1,000, while working in the open air and cutting labour rates can pare off another £4,000.

"Many fishermen would not like this type of boat, but for others they provide perfectly serviceable craft — a cheaper way of getting to sea."

His own firm is, however, bringing out its own no-frills range soon. The first in this new standard series will be exhibited at the London Boat Show in January.

"The craft will not be built to WFA standards, but a proper standard of construction will be maintained," said Mr. Brook.

The firm which has just completed a GM32 for £13,500 is Weston Workboats of Weston-Super-Mare. She is named *Jubilee Queen*.

Some two years ago David Blackwell bought a GM32 hull from Cygnus and fitted it out himself. He sold the completed vessel and decided to

finish off more hulls for sale part-time.

Soon, partner Julian Morris joined him and now two 32ft. and two 26ft. hulls have been sent to the yard. He is working on a GM37 craft for the Channel Islands and has a GM32 on order.

Jubilee Queen represents very good value for money. The standard of construction is good and no short cuts have been made. Savings have been made in the hull — there is no varnished woodwork but just a plain GRP hull and internal frames cost around £3,500.

Larch is used for the gunwale capping and the deck beams. The deck and wheelhouse are constructed from marine ply which is sheathed with GRP to reduce maintenance and give a strong, watertight structure.

Jubilee Queen is fitted with her wheelhouse aft, the engine compartment amidships and a large fish hold forward.

The engine is an industrial Ford 380 unit which the builders marinised. This 18 h.p. engine is mated to a P.R.M. gearbox with a 3:1 reduction ratio.

The engine is a fully reconditioned unit.

A 2 in. stainless steel shaft takes the drive to the three-bladed bronze propeller. Steering is by a Morse Teleflex cable to the balanced rudder. Morse fittings are also used for the engine controls.

The boat comes complete with two 1,400 gph electric bilge pumps: one in the engine compartment and one in the fish hold. Engines in

and Aqua Signal shed, the firm has taken delivery of two 21 ft. hulls and a 28 ft. hull is just being delivered.

Culverwell of Weymouth. One 32-footer finished and another 32-footer on the way.

Dry Navas of Penryn, Cornwall. One 21-footer delivered. This firm has now stopped building boats.

Another firm has standardised on Cygnus Marine hulls for building trawler-yachts. Bryce Waterhouse Marine of Umberslade, Birmingham, has switched to GRP hulls from buying old wooden fishing vessels for conversion into yachts.

Westons can be seen at 84 Drove Road, Weston-super-Mare, Avon.

The difficulty of the wheelhouse window design, right price and right time, Weston set out to produce a simple, free-fitting, easy-to-make these available to other fishermen.

It was first on the cutting boat prices. The other firms fitted Cygnus hulls include: Mackenzie of Dorset. Two delivered and a 32-footer.

Full Nugent of Dorset. A small boat-craft on a 32-footer.

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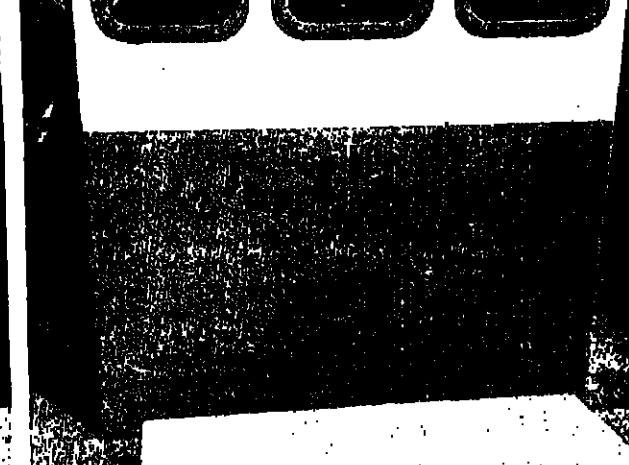
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Above left: *Jubilee Queen's* Ford 308 main engine which the builders marinised themselves. This helps to cut down the cost of the boat.

Above: the neat wheelhouse is fitted with the builder's own design windows which could be marketed.

Left: *Jubilee Queen* has been delivered to a Milford Haven owner and the builders, Weston Workboats of Weston-super-Mare, is now to complete a Cygnus GM37 craft for Jersey.

50 years ago

NOVEMBER 19, 1927

ABERDEEN trawler *Procyon* sinks after collision with Icelandic trawler *Mat off Ratway Head*. *Mat* takes crewmen to Fraserburgh and they row their rescue boat into port and home.

ACTIVITIES of foreign boats partly to blame for the fishing industry at the Cinque ports dying, according to meeting of owners and fishermen at Hastings.

OWNERS Boston Steam Fishing Co. and Marr and Son count the cost of flood damage at Fleetwood after a hurricane. Fishing gear and provisions worth hundreds of pounds destroyed.

WEYMOUTH, Dorset, smack is sunk in a collision with a submarine. Six-man crew is taken off.

TWO engineers die aboard the steam trawler *Bessie* when her boiler explodes. The boiler had not been checked since she was bought.

CREWS of four German steamers observe two minutes' silence on Armistice Day in dock at Fleetwood.

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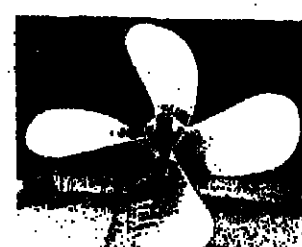
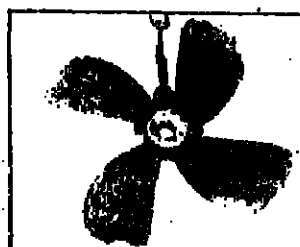
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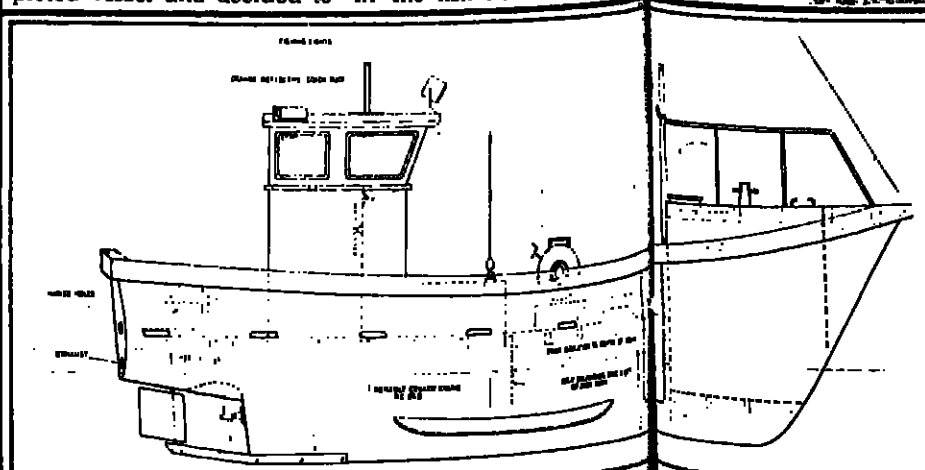
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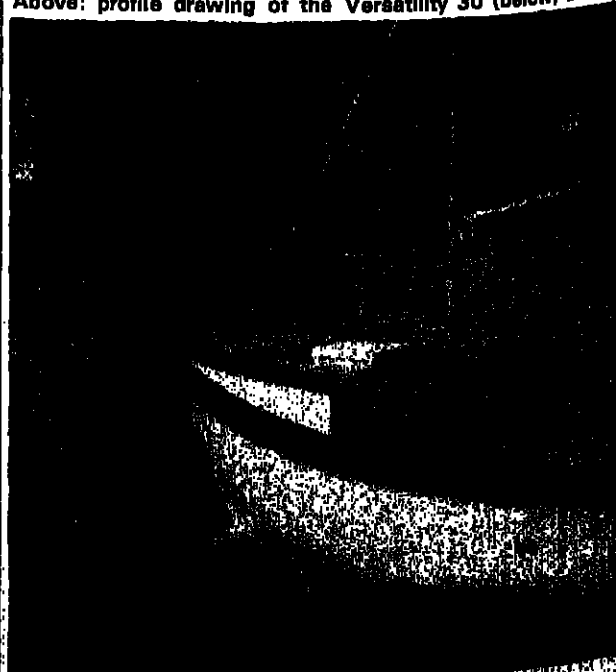
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Above: profile drawing of the Versatility 30 (below) built for the



Mini-purser is sent to Africa

A MINI-purse seiner has been delivered to Africa by a Sussex boatbuilder. The 30-footer will be used to work off a beach on a fisheries development project.

Versatility Workboats of Rye completed the boat, hull number 400, and she has

been shipped to Dakar, Senegal, from Tilbury aboard the cargo ship *Falaba*.

The boat has been built for the United Nations Food and Agriculture Organization of Rome, which runs fisheries development projects in many parts of the world.

The firm's standard Versatility 30 hull was specially moulded with reduced draft for working off beaches. The standard draft of 3 ft. 6 in. was cut-down to 2 ft. 7 in. in the mould.

Bulkheads are of polystyrene foam sandwich GRP and the hull's GRP lay-up ranges from the standard 13 oz of chopped strand mat up to 27 oz. for high stress areas. Stiffeners are moulded in every 18 in.

The fish hold can carry about 3½ tons of fish and is fully insulated, being lined with PVC and having bulkheads fore and aft. The large hatch is positioned forward of the trawl winch.

This 1-ton unit — mounted just forward of the aft wheelhouse — has twin barrels of 100 fathoms wire capacity and two warping drums. Leslie Morris of Newhaven, Sussex, supplied the hauler and there is a sturdy galvanised steel purse seine davit mounted forward of amidships.

Fuel tanks totalling 300 litres are mounted each side of the 55 hp Renault Couach type R.C.55D main engine which drives through a 2.5:1 Borg-Warner gearbox. On trials — before the engine was run-in — the mini-purser had a speed of 8.75 knots.

Iroko deck beams at 18 in. centres support the 18 mm. marine plywood decks which are protected with four layers of 1½ oz. chopped strand mat using fire retardant resin. This is because the deck will be used for cooking with charcoal stoves.

Oiled iroko has been used for the gunwales and there is crew space and storage forward.

A propeller access trunk is fitted and there are two bilge pumps.

Ways to choose a winch

"I HAVE INSTALLED a 36hp/2000rpm diesel with 2:1 reduction gear in a 30ft. boat used mainly for trawling."

"I am now thinking about what sort of winch I should buy."

"Please tell me which are the main points to consider when choosing one and where to buy one simple to operate and maintain."

"You must firstly consider the size of trawl you propose to use and depth of water in which you intend to work it."

"You can then calculate how powerful your winch must be and what wire capacity is needed on each drum."

"The winch must have enough power to haul in the trawl against propeller thrust at towing speed and, preferably, a good deal more

for any real emergencies.

A winch exerting a pull equivalent to propeller thrust at maximum engine revolutions is favoured by experienced inshore trawlers.

The winch's wire drums must have a capacity for warp lengths 3.5 times the maximum depths in which you propose to trawl.

If you get a drum in which full drum capacity is to be used, wide ones with at least 5in. diameter centres may prove best.

Having decided on the pull — 1 or 2 ton — and on length and size of wire required for the drums, you must determine the maximum speed at which you will want to haul. Speed of about 100 ft./min. with drum speed of around 25 rpm suits most operators of your size of boat.

You must ascertain overall length of any suitable winch, length and width of its bedplate and its weight.

You must ensure it can be supplied with a reduction gear suitable for use with your engine and type of drive. It must be fitted with efficient brakes and warp

guiding-on gear, and you should consider whether dog or friction clutches would suit you best. Winding drums should be worked independently of wire drums.

The option of either a mechanically or hydraulically operated winch should be considered along with what power is required from the engine to achieve performance in either case. A belt-driven unit will be less expensive initially; a hydraulic unit simpler to install.

A winch, simple to operate and maintain and suiting your sort of trawler, is made by Leslie G. Morris, whose works are at 13 High Street, Newhaven, Sussex.

Known as the Morris 1 ton trawl winch, it has a 20:1 reduction, worm driven gearbox and can be used with 1400-2200 rpm engines. Drum speed is 60-80 rpm and the manufacturer says ideal hauling speed is when an engine runs at about 800 rpm. The winch has steel dog clutches, avoiding extra maintenance and preventing any slipping. Each 18in. diameter wire drum can accept 120 fm. of 8mm or

John Burgess' Log



10mm warp and has room for bridles.

Centres of drums are only 3in. diameter and, for this reason and because wide flanges are used, guiding-on gear is not necessary.

Warping drums are made of cast iron and are shaped to take several turns without getting a riding turn.

Overall length of the winch is 5ft. and its base is 48in. long by 16in. wide.

Both belt-driven and

hydraulic models are available, the hydraulic model being supplied complete with motor, pump and a control valve to stop the winch running back when control is placed in neutral with the clutch still engaged.

Controls are located in the centre of the winch to make dogging-out and braking easier when working single-handed.

Brakes are full wrap type lined with best quality linings.

A standard Morris 1 ton winch is likely to meet your requirements unless you propose to trawl in deep water and require a greater pull. In that case Leslie Morris could supply you with a standard winch fitted with larger drum flanges or with a 14 ton winch also fitted with such flanges.

Unfamiliar species

"LAST WEEK a patch of water near here was thick with creatures which might have been octopus, cuttlefish or squid."

"Please tell me the differences between these species and, if catching them is profitable, how they are caught?"

"Since you write from the south coast, the creatures were almost certainly cuttlefish. For the common cuttlefish, unlike octopus, progresses entirely by swimming."

It has a large bulky head bearing two large eyes and ten sucker-covered arms, its fleshy body supported by a limy skeleton of chalk-like consistency — the so-called bone.

Its back is normally dark brown, striped with white, but is continually changing shade either to match its surroundings or expressing its emotions.

It feeds by shooting out two specially long arms whenever small fish or crustaceans swim within reach, the suckers securing themselves to the prey.

The arms retract to bring the food to the mouth where a parrot-like beak crushes it in pieces.

Hunting food may be carried out while stationary in the water or swimming slowly.

Avoiding action is taken by ejecting a jet of water from the mantle and darting backwards at high speed. A cloud of dense black ink may also be thrown out as a screen against a predator.

Cuttlefish, which grow to a

size of about 10 in. long, lay large gelatinous eggs, enclosed in an elastic membrane. These are fixed in grape-like clusters to leaves of zostera marina or other suitable surfaces.

The young cuttlefish develops inside the capsule until fully formed and then breaks its way out.

An estuary with sand/mud bottom in which zostera or eel grass grows around low water mark, is a likely area for cuttlefish.

Although the common octopus belongs to the same class of molluscs (Cephalopoda) as the cuttlefish and the squid, it is very different both in appearance and habits.

Its body is bag-like with a pair of large eyes and eight long arms furnished with two rows of suckers.

Its food consists to a great extent of crabs which are seized by the arms and crushed with the aid of a hard beak.

Its body is usually pale but, when disturbed, rapidly darkens in colour.

The octopus lurks in crevices, occasionally crawling over rocks in search of food. At times it swims for short distances, propelling itself by a jet of water expelled from the mantle cavity.

Its eggs are laid in grape-like clusters attached to the rocks, the young emerging as small, fully-formed octopus.

It grows to a size of about 24 in. across the body and tentacles, and is caught only occasionally on the south coast.

Squid, which grow to a length of about 16 in., resemble cuttlefish more closely than octopus. They are more streamlined than cuttlefish and do not have a bone in their bodies.

A squid's two-eyed head is narrower and, in addition to eight short arms projecting from its top-knots, has two permanently extended arms used to seize prey.

Squid can eject ink screens and jet-propel themselves in a similar way. They may be able to manoeuvre more swiftly as they have 'lateral fins' on either side towards the base of their bodies.

Squid are edible and make excellent bait, as do cuttlefish and octopus.

Squid can be caught on shining, multi-barbed jigs fitted to lines operated manually or mechanically, but these methods are not used on a commercial scale in British waters. They are mostly caught in trawls by vessels working to the west of the Hebrides and off Rockall.

Cuttlefish off the south coast are also taken in trawls and at least one net maker manufactures trawls specifically for doing so.

More information is available from D. Ridge, West Cliff, West Bay, Bournemouth, Dorset.

French pot makers?

"IN IRELAND recently I saw some very useful-looking plastic prawn pots."

"Moulded on their sides, were the lears ST. ARMEP - AURAY which presumably means that they were manufactured by a firm in Auray in the north-west of France."

"Do you know the full name and address of this firm?"

"Not knowing the address myself, I'll pass on the request to readers, and forward the answer."

November 18, 1977

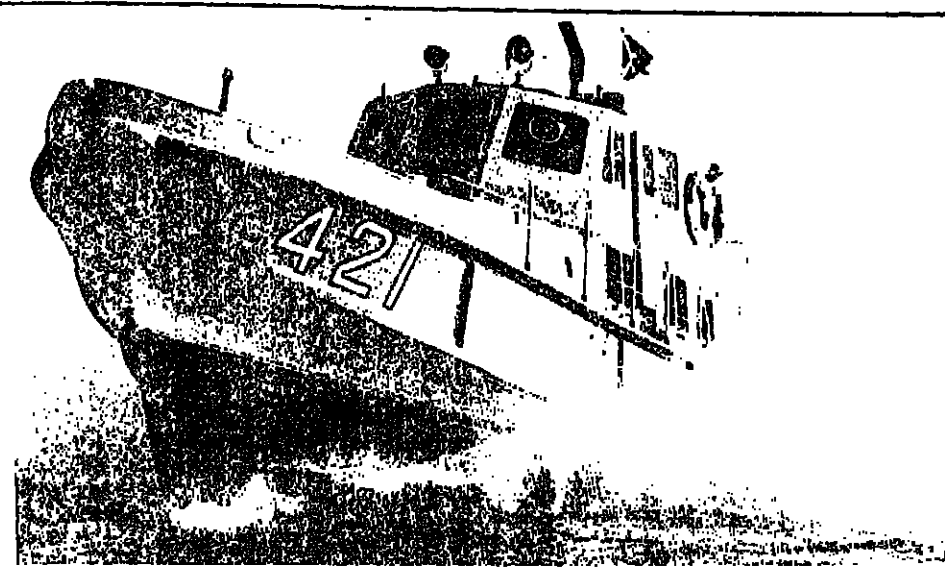
November 18, 1977

Fast trials on Solent

POWERING her way across the Solent (right) is a high-speed fisheries protection craft. She is one of five completed by Cheverton Workboats Ltd. of Cowes, Isle of Wight.

She is based on a 17-metre Cheverton GRP hull, and has an aluminium deck and wheelhouse. Propulsion is by twin GM8V71 TI diesels giving a maximum speed of 24 knots.

All five crafts are for the Sri Lanka navy. They have a range of about 1,000 miles



French 'trick' lands skipper in Irish court

DATES FOR EVIDENCE

THE COMMONS sub-committee inquiry into the fishing industry was taking evidence from the Association of Sea Fisheries Committees yesterday (Thursday).

The sub-committee, which has already published an interim report on its inquiry, will be visiting Billingsgate fish market, London, on Thursday next week at 7.30 am.

On Tuesday, November 29, the sub-committee will be taking more oral evidence — this time from the British Transport Docks Board and the Scottish Division of British Rail.

Shetland has its chance of putting forward views to the sub-committee of MPs when they visit the island on Thursday, December 1. More oral evidence will be heard on December 6 and 13.

HULL trawler sparehand Cyril Smith (54) died at sea aboard the side trawler *St. Joseph* last week. His body was landed at Harstad, Norway, and was being brought by sea to Newcastle.

A HISTORY OF FISHING

"BUSINESS in Great Waters" by John Dyson is published by Angus & Robertson, Ltd. at £12.

THIS IS A very expensive book, but the number and quality of illustrations are exceptionally good.

The book describes the British fishing industry from before it became organised to the end of the second Cod War in the 1970s.

It also tells how recently the British housewife became brainwashed into preferring cod.

The story runs from fish traps to the early beam trawl, from the sailing smacks to steam trawlers, and then to motor trawlers. It describes the money to be made out of herring, and tells how long it was before British fishermen caught up with the Dutch in curing them. Yet the secret was not hard to discover, part of it being the care of the catch and cleanliness.

There is a lot about the fishing system and the long spells at sea that it caused. Also of the activities of the floating grog-shops, which caused so much misery, and of the mission smacks which countered their influence. Then came the steam

trawler *Nocdei* was arrested early this month 15 miles south of Roches Point by the Naval Service vessel *Banba*. Skipper Lousouarn claimed that he had a licence from his government to fish there.

He was charged at Cork with having under-sized fish on board and illegal mesh nets under Irish regulations. He was fined £100 on each charge and two trawls valued at £1,000 were confiscated.

Under Irish legislation by-catches are limited to a maximum of 20 per cent. According to the IFO, the French interpretation of this is a whopping 80 per cent as legitimate. IFO chairman, Joey Murrin said: "This practice, if allowed to continue, would soon wipe out every species of any commercial value around the coast."

The French fishermen claim that their government has every right to issue licences for Irish waters and claims that these licences were accepted recently in two cases by a British court.

In Cork, Justice Bernard Carroll maintained that Irish laws superseded the French licences. If his decision is

right, 150 French trawlers operating in Irish waters are doing so illegally.

Because of this the French Fishermen's Organisation flew its own lawyer to Cork to back up a local solicitor defending the skipper.

The Irish Fishermen's Organisation, very angry over the whole affair, issued a statement last weekend which said: "The French regulations are really a trick to allow their trawlers to net huge quantities of small white fish under the guise of fishing for prawns."

"They are plundering our waters, having wiped out their own already."

The IFO hacked a French call that the matter should go to the European court, but for a different reason.

The IFO said it was time the French got it clear that they would not be allowed to licence plunder of Irish stocks.

PUBLICATIONS

trawlers, none of them "... held together by cement, iron rust and God's mercy," which took ownership out of the reach of the average ambitious fisherman because of their high cost.

There are one or two statements which one might contest from local knowledge, such as the Brightlingsea fishermen resisting improvements like the steam capstan to the last.

The capstan was adopted very late there, but for another reason — because most of the Colne-based boats were laid-up in the summer, with the crews away manning the big yachts. Improvements of this kind were, therefore, not economic for boats which only worked a few months of every year. They were extremely varied fisheries, not all of them (then) capable of being mechanised.

And again — "radar has done away with the traditional fishing marks and he still does not require a sextant because he can read his latitude and longitude from the dials of the Decca Navigator, which is linked to radio beacons."

Before being granted a Car-

tificate of Competency, a skipper still has to show that he knows how to navigate by conventional methods — and shoremen still keep books showing marks which, if correctly lined-up, will ensure a clear tow.

The author could, perhaps, have mentioned the activities of double-beam trawlers and the claims, and counter-claims, about this method of fishing.

These, however, are minor criticisms of a very worthwhile book. Pat O'Driscoll

ROSS SHIP GROUNDS

THE HULL-based side trawler *Ross Canaveral* grounded off Norway on Tuesday night this week and the ship was hauled below the waterline.

The British United Trawlers-owned side-fisher had left Hull for Bear Island grounds on Sunday. Three ships took off her crew and the men were reported to be safe.

The trawler went to Alesund harbour, Norway, and 15 crewmen were flying home on Wednesday.

Top earner

IN A WEEK of smallish landings at Lowestoft the highest grossing last week was by Colne's stern trawler *St. Patrick*. She landed a 321-kit catch on Monday after 12 days at sea. The catch sold for £13,055.

St. Patrick was under the command of Skipper David Bedford.

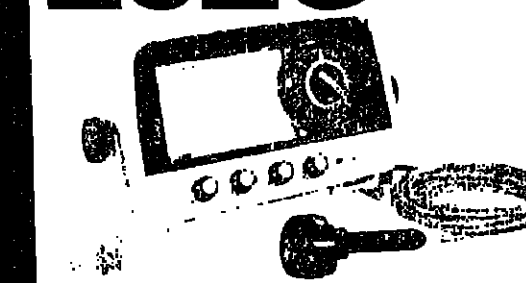
Second place went to one of Boston's side trawlers, *Boston Wasp* (Sk. Ray Studd). She returned on the Wednesday after 12 days at sea with her 276 kite selling for £10,931. Another Wednesday landing, 303 kites after 12 days by *Hipley Queen* (Sk. J. Deacon), sold for £10,820 to take third place.

Fourth position went to another Tallman vessel, the side trawler *Yaxford Queen* (Sk. Colin Reeder), which came home on the Tuesday with a 277-kit catch after 13 days to earn £10,115.

On Thursday Colne's side trawler *St. Luke* (Sk. B. Bowler) returned after 12 days with 251 kites which earned a £9,870. She took fifth place. In sixth position was *St. John's* (Sk. J. Deacon), which on Monday came home after 11 days with 243 kites earning £9,884.

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DANTRAWL

Hirtshals - Denmark

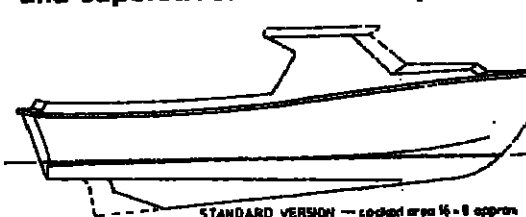
Manufacturers of all types of bottom and floating trawls, including two-boat bottom trawls. Blue Whiting gear, Shrimp trawls etc.

Details from U.K. Agent — HUGH NORMAN (Marine Sales) LIMITED, Ythan Cottage, Eilon, Aberdeenshire Tel: Schivas 358 (STD 03687 358)

LOCHIN MARINE

ROCK CHANNEL RYE SUSSEX Telephone Rye 3724

Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



Designer: Robert Tucker, A.R.I.N.A. BARE HULL WEIGHT: 2,300 lbs. Approx. Part fitting out available. Details on request AS SHOWN AT CATCH 75.

FAST • STABLE • SEAWORTHY

The choice of professionals who know the sea and demand the best.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£45,868: *Boston Halifax*, Boston (Sk. C. Newton), 1,423k, WS, 26 days.
£40,819: *Boston Comanche*, Boston (Sk. A. Hollington), 1,212 k, WS, 26 days.
£36,617: *Vianova*, BUT (Sk. E. St. Pierre), 9,671k, WS, 24 days.
£31,109: *Ross Kelly*, BUT (Sk. P. Phillipson), 871k, WS, 26 days.

Midlwater

£21,622: *Ross Cheeta*, BUT (Sk. T. Rossi), 733k, W, 17 days.
£16,148: *Ross Renown*, BUT (Sk. B. McCall), 554k, W, 16 days.
£13,865: *Ross Tiger*, BUT (Sk. D. Avery), 473k, W, 15 days.
£13,273: *Ross Cheet*, BUT (Sk. A. Redpath), 487k, W, 16 days.
£12,486: *Kyoto*, Taylor (Sk. J. Dacomb), 374k, W, 16 days.

North Sea

£8,215: *Lupanto*, Lindsey (Sk. C. Nicholls), 207k, NS, 13 days.
£7,629: *Lavodon*, Lindsey (Sk. E. Ireland), 182k, NS, 10 days.

Solinas

£5,493: *Edley*, Danbrit (Sk. L. Gravesen), 174k, NS, 17 days.
£5,377: *Cherie*, Chapman (Sk. B. Sanderson), 124k, NS, 20 days.
£4,259: *Lairloch*, Sleight (Sk. J. Clark), 137k, NS, 18 days.
£4,041: *Foursome*, Sleight (Sk. G. Cooper), 91k, NS, 10 days.
£3,244: *Genara*, Sleight (Sk. W. Murray), 92k, NS, 12 days.
£3,106: *Linda Lisc*, Richardson (Sk. C. Olesen), 79k, NS, 15 days.

Pair teams

£21,899: *Margrethe Bojen* (Sk. Jens Bojen), 589k, and £17,269: *Frances Bojen* (Sk. J. Richardson), 472k, both John R., NS, 12 days.
£13,661: *Jacqueline Borum* (Sk. J. Borum), 426k, and £10,151: *Carl Borum* (Sk. R. Borum), 314k, both Danbrit, NS, 17 days.

£6,513: *Grenaa Pearl* (Sk. M. Potterson), 204k, and £5,161: *Grenaa Star* (Sk. L. Edward), 156k, both Danbrit, NS, 15 days.

HULL

£49,064: *C. S. Forester*, Newington (Sk. E. Wooldridge), 1,552k, BI, 28 days.
£41,234: *Hammond Innes*, Newington (Sk. W. Brettell), 1,265k, BI, 26 days.
£35,698: *Kingston Amber*, BUT (Sk. M. Clark), 986k, WS, 22 days.
£34,683: *Loch Eriboll*, BUT (Sk. P. Wheelodon), 1,086k, WS, 24 days.
£31,131: *Ross Canaveral*, BUT (Sk. D. Spivey), 945k, WS, 23 days.
£31,352: *St. Giles*, Hamling (Sk. J. Humphrey), 856k, WS, 24 days.

Solinas

£8,835: *Sonderborg*, Boston (Sk. C. Johansen), 219k, NS, 21 days.
£4,987: *Visborg*, Boston (Sk. R. Holmes), 12k, NS, 14 days.

FLEETWOOD

Homewater
£15,193: *Gavina Marr* (Sk. A. Barkworth), 597k, 17 days.
£9,090: *Wyre Conqueror*, Wyre (Sk. W. Spearpoint), 392k, 16 days.
£9,086: *Ella Hewett*, Hewett (Sk. J. Buckley), 368k, 18 days.
£8,340: *Andrew Wilson*, Hazael (Sk. R. Farrer), 229k, 14 days.
£5,707: *Boston Whirlwind*, Boston (Sk. P. Weirman), 201k, 16 days.
£4,768: *Resound*, Ward (Sk. B. Andrews), 176k, 11 days.

Pair teams

£15,321: *Jacinta* (Sk. W. Taylor), 625k, and £10,516: *Fyldea* (Sk. V. Buschini), 392k, both Marr, 16 days.

ABERDEEN

£20,900: *Clarkwood*, Wood (Sk. S. Thomson), 714k, F, 15 days.
£19,869: *Ben Lui*, Irvin (Sk. T. Nelson), 601k, BS, 21 days.
£12,899: *Grampian Chieftain*, North Star (Sk. R. Leiper), 396k, S, 15 days.

£12,537: *Ben Heilem*, Irvin (Sk. A. Campbell), 543k, F, 16 days.
£11,198: *Strathelova*, Brucewood (Sk. A. Simpson), 435k, WC, 10 days.
£10,944: *Rowanlea*, BUT (Sk. J. Tait), 485k, WC, 10 days.

LOWESTOFT

£13,055: *St. Patrick*, East Coast (Sk. D. Bedford), 321k, NS, 12 days.
£10,931: *Boston Wasp*, Boston (Sk. R. Studd), 276k, NS, 12 days.
£10,820: *Ripley Queen*, Talisman (Sk. J. Deacon), 303k, NS, 12 days.
£10,115: *Yoxford Queen*, Talisman (Sk. C. Reeder), 277k, NS, 13 days.
£9,670: *St. Luke*, East Coast (Sk. B. Bowler), 251k, NS, 12 days.
£9,834: *Suffolk Chieftain*, Hobson (Sk. E. Brighty), 243k, NS, 11 days.

NORTH SHIELDS

£18,736: *Ben Edra*, Irvin (Sk. R. Palmer), 391,76k, NS, 11 days.
£10,427: *Ben Strone*, Irvin (Sk. E. Longhorn), 18,814k, NS, 10 days.
£5,847: *Seduloua*, AF (Sk. R. McBain), 11,107k, NS, 4 days.
£4,267: *Sharon Rose*, AF (Sk. J. Moodie), 8,940k, NS, 3 days.
£4,240: *Scarlet Cord III*, Irvin (Sk. G. Buchanan Jr.), 9,195k, NS, 4 days.
£4,237: *Fruitful Harvest*, AF (Sk. C. Horn), 6,881k, NS, 3 days.

MILFORD HAVEN

£5,755: *Norrad Star*, Norrad (Sk. J. Manson), 124k, 13 days.
£5,182: *Picton Sealion*, Norrad (Sk. T. Satter), 112k, 13 days.
£4,195: *Picton Sea Eagle*, Norrad (Sk. R. Foster), 90k, 13 days.

GRANTON

£12,973: *Arctic Crusader*, Liston (Sk. P. Wanless), 488k, NS, 12 days.
£10,923: *Arctic Invader*, Liston (Sk. J. Robb), 418k, NS, 13 days.
£9,595: *Arctic Attacker*, Liston (Sk. I. Smith), 394, NS, 13 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; k kilo.

£29,501: rockfish £19.75/£20.25 (£24.17). No distant water bulk cod, plaice or halibut.

MILFORD HAVEN

54 kits from one boat. Prices: medium cod, £53; codling, £31; large plaice, £43; medium, £51; small, £45/£49; turbot, £127; whiting, £29; medium lemon sole, £40; Dover sole, £107; plaice, £143; tongues, £75; squid, £37 large ray, £47; medium, £42; small, £38.50; brill, £57; dogfish, £12; per sat. kit.

NEWLYN

Prices: large whiting, £4.40; medium, £3.80; large mackerel, £1.10; large medium, 80p; medium, 60p; small, 50p; mackerel, £4.80; lemon sole, £8; Dover sole, £18.20; squid, £5.40; large monkfish, £10; medium, £7; small, £4.50; large ray, £4.50; medium, £3; small, £1.50; codling, £4.50; ling, £4.00; medium hake, £6.40; red mullet, £12.60; per stone; bass £1.15; per lb.

HULL

2,552 kits from two distant water vessels. Price ranges per 100k: kit, heads on: shell cod, (North Sea) £53/£54.50 (average £53.75); cod (White Sea) £37.35/£45.80 (£41.55); shell codling, £29.25/£38.85 (£34.50); large shell haddock, £27/£42.75 (£34.36); small haddock (North Sea), £36.75/£37.25 (£37); colley, £19.25/£27.50 (£23.70); halibut (White Sea), £18/£35.50 (£27.45); ling (North Sea), £29.50/£32; tusk (North Sea), £32; small whiting (North Sea),

TUESDAY, NOVEMBER 15

Prices: turbot, £70/£117; brill, £60; hake, £55/£60; cod, £42/£60; haddock, £33/£35; dogfish, £14/£17; gurnard, £8/£13; lemon

BRIMHAM

Prices: large whiting, £3; small, £2.20; best Dover sole, £21/£22; silvers, £13.50; tongues, £10; brill, £9/£9.50; squid, £1; monkfish, £8; bass, £16.50; per stone.

PETERHEAD

553 boxes from 22 boats. Prices: cod/codling, £5.20/£5; whiting, gutted, £4; small round, £3.20/£3.30; coalfish, £2.60/£2.80; plaice, £4.60/£5.50;

WICK

255 boxes from ten boats. Prices: cod, £24/£33.20; haddock, £24.60/£34; whiting, £14.20/£22; dabs, £25; skate, £14.20/£16.30; per box.

SELECTED

lobsters, £2.90/£3.30; unsorted, £2/£3; crabs, over 3lb., 32p/40p; under 3lb., 20p/30p; small, unsorted, 10p/14p; prawns, £1; per lb. oysters, £13/£25; per 100; Scotch winkles, £11/£13; per bushel, whelks, £3.50; per bushel, mussels, Danish, £3.70/£5.60; per bag; shrimps, pink, 80p; English cockles, £1.80/£2; per gallon.

FROZEN FISH

SCAMPI, £1.10/£2.90; snappers, 30p; haddock, 43p; grey mullet, 30p; haddock, 50p; sea bass, 44p; per lb. grey mullet, 30p; fillets, plaice, £7/£8; cod, £7.70; haddock, £8; squid, £32; kippers, £6.80; per stone.

HERRING REPORT

THURSDAY, NOVEMBER 10

Ayr: Nine tames; homemarket at £17.60/£20.20. Mostly large fulls. Torbay: 14 tonnes; homemarket at £16.80/£20.20. Mostly large fulls. Mallaig: three trawlers, 11 tonnes; two pursers, 17 tonnes; homemarket at £17.20/£20.20. Uniformly mixed in size. Spent 270/410 per 50 kg. Ullapool: 16 trawlers, 70 tonnes; five pursers, 118 tonnes; homemarket at £21.60/£24.4. Slightly mixed to very mixed in size. Spent 300/530 per 50 kg. Stormoray: one trawler, one tonno; three drifters, six tonnes; two pursers, three tonnes; homemarket at £28/£42.80. Slightly mixed to very mixed in size. Spent 340/480 per 50kg.

FRIDAY, NOVEMBER 11

Ullapool: four trawlers, 13 tonnes; homemarket at £21.50. Mixed in size. Spent 420/460 per 50 kg. Had weather hampered fishing.

ABERDEEN

169 tonnes from 15 boats. Prices: cod, £36.50/£43; large codling, £38.50/£47; medium, £37/£44; small, £29.50/£37.50; ling, £24/£25; tusk, £20; hake, £50/£75.50; saithe, £12.50/£22; extra large haddock, £39.50/£41.50; large, £30/£41; medium, £28.60/£39.50; small, £19.30/£37; whiting, £24/£30.80; lemon sole, £54/£68; plaice, £36/£50; per cwt; 50; halibut, £8.80/£19.00; per stone.

LOWESTOFT

826 kits from six vessels. Prices: cod, £40/£47; large plaice, £60/£66; medium, £57/£64; small, £45/£63; codling, £26/£46; haddock, £31; small, £20/£32; large turbot, £150/£196; small, £90/£98; lemon sole, £45/£66; Dover sole, £210/£258; silps, £150/£180; brill, £45/£65; hake, £24/£30; dogfish, £20/£30; per 100k kit.

NORTH SHIELDS

Prices: large cod, £34/£35.25; medium codling, £32.75/£33.25; selected medium, £30.25/£34.75; selected large, £28/£29.25; small, £22; large haddock, £25.50/£26; medium, £25.50; small, £20.50/£22.50; whiting, £18.50; large lemon sole, £44.25; medium, £42; small, £40.75; dogfish, £19/£26; small, £17/£25; per 40 kilo unit.

THE ONLY FAIR CFP - by Callaghan

BOTH the Prime Minister and the Fisheries Minister have made statements supporting a strong stand during Common Fisheries Policy talks.

Prime Minister James Callaghan said at the Lord Mayor's Banquet in London on Saturday night that some 80 per cent of the fish stocks outside the Community's 200-mile limit are in British waters.

He went on: "No CFP which does not take that factor fully into account will be accepted as fair by our fishing industry, which is already suffering from its exclusion from similar 200-mile zones elsewhere."

John Silkin, the Fisheries Minister, has again hinted that he will even take unilateral action to protect stocks.

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Equipment owned: Kelvin Hughes type 17 radar, Kelvin Hughes type 20 sounder, scale expander.
Equipment hired: Deca navigator, plotter, Kelvin Hughes VHF and Sailor Tally.

The boat has a Carron power block plus a spare propeller. Vessel recently completed overhaul, can be inspected at any time at Looe Harbour by arrangement with:
J. Edwards, Tel: 01752 32240. Or A. Duthie, Tel: 01752 32240. Looe, Cornwall. Looe, Cornwall. Looe, Cornwall.
Closing date: 20th November 1977

70ft. MFV conversion, kindly son boat, fully equipped with VHF, MF, Autolux, Decca GLN, Gardner and Co. electric, 200 hp, 2000 rev. min. 25 gill, tanks, Seafarer sounder, plus many extras, £1,150,000. Connel S. Lowe, M. Y. America, Ramsgate Marine, Kent.

DUTCH BUILT STEEL TRAWLER "CHRISTIANA S" (SH 224)
Length 62.31ft., breadth 17.6ft., depth 7.41ft., 36.52 tons. 5 cylinder Stork heavy duty engine. Auxiliary generators, new pumps, completely fitted out for side trawling with all fishing gear. All electric fitted. All in first class condition and for sale as going concern. Any inspection invited.

Price £35,000 including DTI certificate. SCARBOROUGH FISH SELLING CO. WEST PIER, SCARBOROUGH. Telephone: 75253 or 84882 or 70724

MFV Irene, Scottish built, registered 30ft. stern trawler, Ford 100hp, forward wheelhouse, ready to fish, new stern tube shaft etc., VHF, £1,600,000, or consider larger boat part ex., telephone Sanderson 0412742.

STERN trawler 36ft. x 12ft., Perkins 6054 57hp, 1 ton winch and gaffry Decca 010, coastal radio, offshore 600 amplifier, two trawl, two shrimp trawls, steel 1/2 down, new warp and sweeps, boat and gear fast chaps, ready to fish, £7,500, telephone H. Platten, Pakenham 710634.

D.U.T. passenger vessel, class six for 110 passengers, twin engine salmon and fish, only £10,000 for quick sale, Box No. 753.

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